

Queensland

State of Cycling Report

2019



more cycling, more often



Queensland
Government

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Queensland Cycling Strategy Suite



Our 10 year vision



Our actions for the next two years



Monitoring our progress every two years

View online at: www.tmr.qld.gov.au/cyclingstrategy



The State of Cycling in Queensland in 2019

The *Queensland State of Cycling Report 2019* shares key data on bike riding in Queensland, and reports on our progress under the five objectives of the *Queensland Cycling Strategy 2017–2027*.

The first report was released with the *Queensland Cycling Strategy 2017–2027* to provide a baseline of data to track changes in bike riding.

Since 2017, the Queensland Government has delivered on the 63 actions in the *Queensland Cycling Action Plan 2017–2019*, collaborating with local government, bike riders and other stakeholders.

To date, we have completed or are finalising 60 actions, and have rolled over three longer-term actions to the new *Queensland Cycling Action Plan 2020–2022*.

We committed \$97.4 million for the delivery of cycling infrastructure over 2017–19 to build, connect and promote bike riding networks. We delivered 89 kilometres of new cycling infrastructure.

We promoted and encouraged more people to ride bikes, through education, events and other initiatives to grow riding in our communities.

We trialled reduced speed limits and found that low-cost infrastructure improvements and effective community engagement helps to change driver behaviour and attitudes towards speeding.

We prioritised investment to complete the Brisbane Valley Rail Trail, including rehabilitation of the historic Lockyer Creek Bridge, and to investigate new rail trails across Queensland.

We partnered with the Queensland academic sector to research opportunities and challenges, and held an innovation challenge to create new ideas for encouraging more people to ride in Queensland.

We expanded our collection and sharing of data about bike riding to help us understand who, how, why and where people are riding.

Read more about the progress of the actions online at: www.tmr.qld.gov.au/cyclingstrategy

Every two years, we will publish a Queensland State of Cycling Report, with a new two-year action plan, to report on progress toward our vision of more cycling, more often.

Since 2017,



\$3 million

investment by Department of Housing and Public Works into



77 km

of new rail trails



30 technical reports and guidance documents published



Queensland's priorities

The *Queensland Cycling Strategy 2017–2027* is part of a holistic approach to encourage all Queenslanders to enjoy and participate in regular physical activity to improve their health and wellbeing.

The *Queensland Cycling Strategy 2017–2027*, *Queensland Walking Strategy 2019–2029*, and the Government's ten-year sport, active recreation and physical activity strategy, *Activate! Queensland 2019–2029*, are key strategies to achieve *Our Future State: Advancing Queensland's Priorities* particularly the 'Keep Queenslanders Healthy' priority.

Many Queensland Government agencies support encouraging more people to ride and delivery of rideable environments through their work on transport, health, planning, education and recreation. We will continue to work across agencies to deliver a better integrated transport network and to make it easier to ride to work, school, or the shops, or for fun and recreation.

Engaging with Queenslanders

To deliver the actions of the *Queensland Cycling Action Plan 2017–2019*, we interviewed, surveyed and met with Queenslanders to learn how to better involve the community in cycling infrastructure projects.

We listened to local governments, Bicycle User Groups and bike riders to understand common maintenance issues, so that everyone can safely enjoy our major cycleways.

We spoke with Queenslanders about what motivates them to ride, and how we can better support those who ride and who want to ride. This is helping us to tailor activities to encourage more bike riding in Queensland.

We will continue to engage with local governments, including Aboriginal and Torres Islander councils, community and advocacy organisations, experts and other stakeholders to deliver the actions of the *Queensland Cycling Action Plan 2020–2022*.

Our Future State: Advancing Queensland's Priorities



Objective 1: More cycling, more often in Queensland

Our vision, as outlined in the *Queensland Cycling Strategy 2017–2027*, is for more cycling, more often. We want more Queenslanders to take advantage of the health benefits and convenience of bike riding. We want to see more people riding for fun, to socialise and to get out and about in their communities.

Queenslanders who ride

Since 2017, we haven't seen significant changes in the proportion of Queenslanders who rode a bike at least once in the year. The *2019 National Cycling Participation Survey* shows one-third of Queenslanders, or about 1.8 million residents, ride in a typical year.¹ The number of Brisbane residents riding a bike rose, showing our continued investment in bike riding infrastructure across the Greater Brisbane area is making a difference.

The number of Queenslanders riding each week in regional areas has declined, likely due to longer trip distances, preferences for other transport modes and safety concerns. This is incentive for us to keep working hard to get more people cycling, more often, as outlined in our *Queensland Cycling Strategy 2017–2027*.

The same survey shows a drop in the number of Queenslanders who rode their bike in a typical week. We note likely issues in the data which might have overstated this reduction. The 2019 results report an improbably low rate of bike riding among children aged under 10 years, when compared with the previous years. This has affected the overall numbers, as children make up a large proportion of the riding population.

Other key indicators of who rides in Queensland have also stayed steady since 2017. Children and young people are still the most likely to ride their bike regularly. Most people who ride bikes in Queensland do so for recreation, and the proportion who ride for transport has stayed stable, at 40 per cent.² Males remain about twice as likely as females to ride a bike.³

Metrics	2017	2019	Trend
Percentage of Queenslanders who ride a bicycle in a typical week	16.6% ⁴	13.5% ⁵	↓
Percentage of Queensland children aged under 10 years who ride a bicycle in a typical week	51.5% ⁶	26.9% ⁷	↓
Percentage of Queensland children aged 10–17 years who ride a bicycle in a typical week	38.9% ⁸	38.3% ⁹	→
Proportion of cyclists who are female	38.0% ¹⁰	38.7% ¹¹	→
Proportion of cyclists who ride for transport	39.1% ¹²	40.2% ¹³	→

Growth in average daily count of cyclists along key corridors

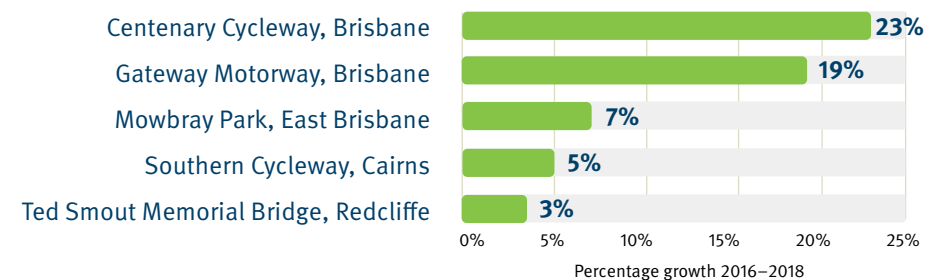


Figure 1: Percentage growth in average daily count of cyclists along key corridors from 2016 to 2018.

Encouraging people to ride bikes

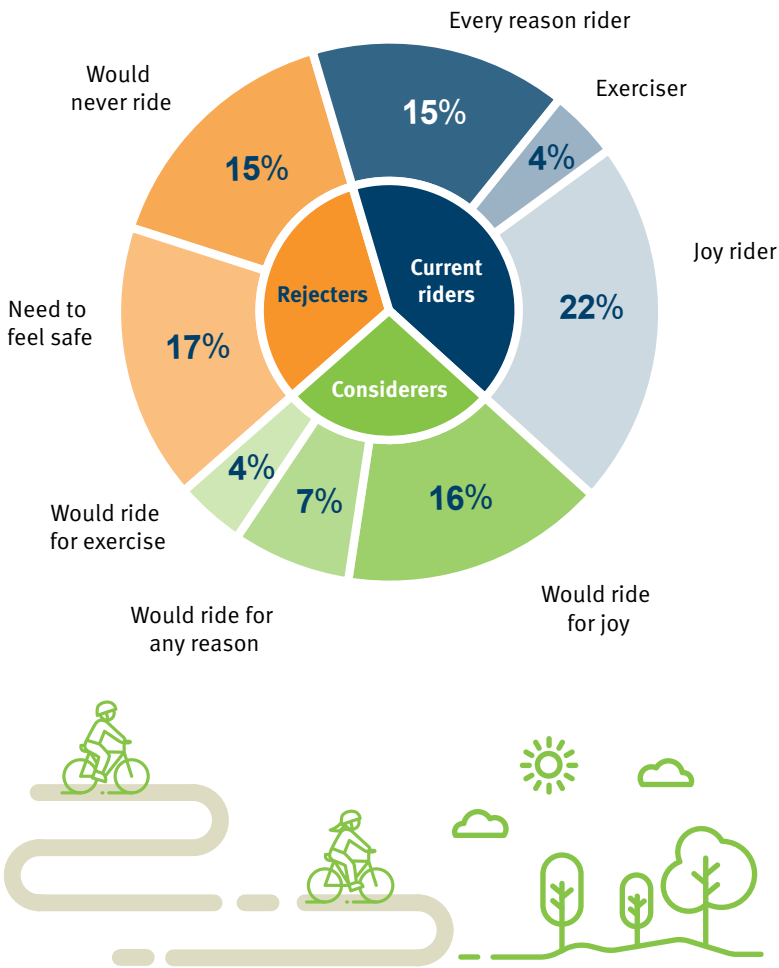
In 2018, the Department of Transport and Main Roads (TMR) researched what encourages people to ride bikes. The study involved focus groups, workshops, and surveys, which helped to create a picture of Queenslanders who ride, who would consider riding if conditions were right, or who will never ride, as well as the likely proportion of Queenslanders in each category.¹⁴

The research found that the groups with the highest likelihood to start riding or to ride more often are those who currently ride for joy, those who would ride for joy, and those who would consider riding for any reason (transport, recreation, fitness/sport). We will use this research to tailor activities to encourage more bike riding in Queensland.

You can find out more about the actions for the next two years at:
www.tmr.qld.gov.au/cyclingstrategy



Bicycle rider typologies





Objective 2: Cycle networks that are complete, connected and integrated with other transport modes

Riding a bike in Queensland is getting easier and more convenient for all types of riders, as we continue to build, connect and integrate bike riding infrastructure with other modes of transport.

Planning our bike networks

Since 2017, Transport and Main Roads mapped an expanded principal cycle network, which now identifies more than 10,400 kilometres of network across Queensland, covering more than 99 per cent of the state's population. Inclusion of the network in the State Planning Policy Interactive Mapping System prompts State and local governments to consider the needs of bicycle riders during planning and development decision making.





Economic Development Queensland is incorporating bike riding infrastructure that physically separates bicycles from motor vehicles in priority large-scale developments such as the Aura development at Caloundra South. This development will house about 50,000 people, and now has 8.7 kilometres of two-way separated cycle tracks with protected intersections.

Delivering bike riding infrastructure

We committed \$97.4 million towards delivery of cycling infrastructure over 2017–19 through TMR's Active Transport Investment Program. We delivered 89 kilometres of new cycling infrastructure. Notable projects include the Veloway 1 Stage D in Brisbane, stage 1 of the Caboolture to Wamuran rail trail in Caboolture and Mayes Canal Bridge on the Sunshine Coast.

The department is rehabilitating state-controlled off-road cycleways to help ensure facilities remain safe and reliable. This includes removing obstructions, resurfacing and widening paths and upgrading safety fencing.

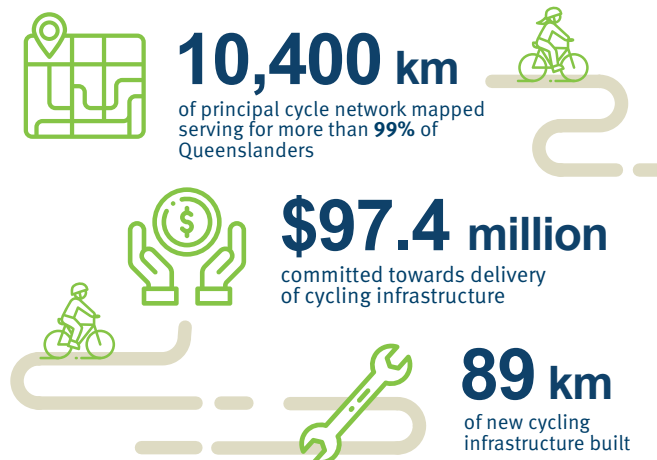
Over the next four years, the department will invest \$206.7 million in bike riding infrastructure on the principal cycle network, under the Active Transport Investment Program and continue to provide infrastructure along with major infrastructure projects under TMR's *Cycling Infrastructure Policy*.

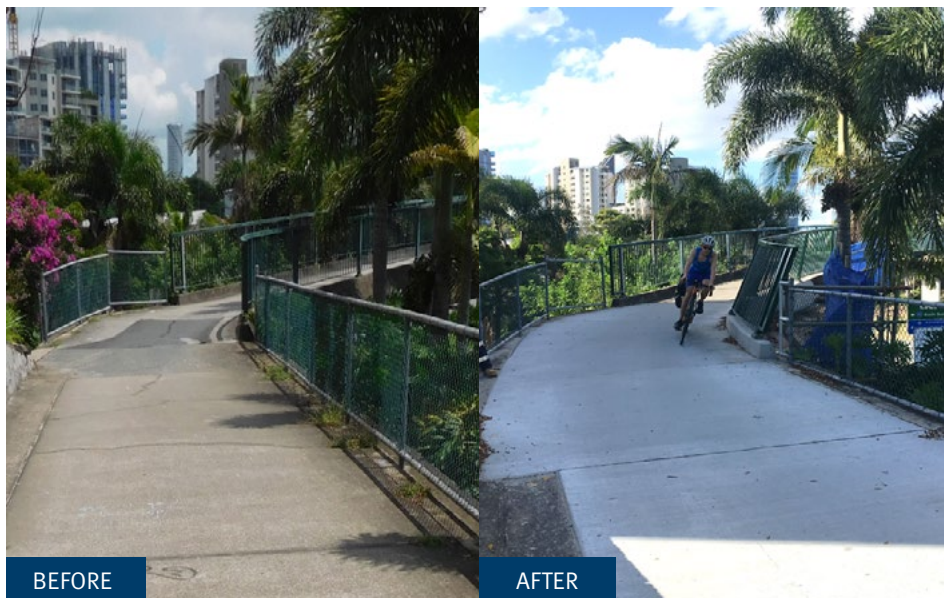
Metrics	2017	2019	Trend
Number of kilometres of principal cycle network built as part of the Active Transport Investment Program*	444.6 km	538 km	
Percentage of bicycle riders that ride to public transport	8% ¹⁵	8% ¹⁶	
Percentage of public transport stations with secure bicycle parking**	51%	53%	
Percentage of public transport stations with unsecured bicycle parking**	52%	56%	

*Cycling Infrastructure Program has been renamed to the Active Transport Investment Program.

**Includes TransLink Bus Stations, Busway Stations, Brisbane Ferry Terminals, CityCat Terminals, Gold Coast Light Rail and Citytrain. A station may accommodate secure and unsecured bicycle parking. Figures should be considered separately.

Infrastructure achievements





Maintenance of the Veloway 1 in Brisbane provides a smoother, safer and more convenient ride.

Guidance and education

We are continuously researching and testing new ways to make it safer and more convenient for people to ride bikes in Queensland.

Transport and Main Roads published more than 30 guidance documents, case studies and technical papers to help practitioners incorporate bike riding into the transport network. Notable examples include guidance on how to design infrastructure that separates bicycle traffic from motorists, and how to set up a workplace bicycle fleet.

The department also delivered three training courses to more than 140 planners, engineers and designers on how to design and deliver infrastructure that keeps pedestrians and bike riders as safe as possible on our transport network. These courses will be updated and continue to be delivered across Queensland.



Integrating active transport: Gateway Upgrade North

The Gateway Upgrade North—a \$1.1 billion project to widen the Gateway Motorway—is an example of how TMR's *Cycling Infrastructure Policy* is successfully shaping an integrated cycling network.

The policy requires any new state transport project along a principal cycle route to provide appropriate cycling infrastructure such as dedicated space for an off-road bike path.

The Gateway Upgrade North project included more than 15 kilometres of new and upgraded cycling infrastructure, including links to local networks.

New infrastructure includes a 3.5-metre wide off-road shared path that separates bike riders and pedestrians from the motorway, as well as rest areas and water stations.

Other notable state transport projects delivering dedicated space for cycling include the Mackay-Slade Point Road bridge upgrade in Mackay and the Smithfield Bypass in Cairns.

To find out more about state transport projects, go to:
<https://www.tmr.qld.gov.au/Projects>

Better public transport links and facilities

We are providing more quality links and facilities that make it easier to combine riding and public transport, and help connect people with where they want to go.

Queensland Rail is making it easier for customers to combine riding and public transport by providing more bicycle parking at train stations. They regularly review the provision and use of secure bike parking at all Citytrain stations to better understand where to add and improve facilities. In the past two years, Queensland Rail has delivered 40 new bicycle parking facilities at Queensland Rail stations.

Queensland Rail has also launched a new online system for booking secure bicycle parking at Citytrain stations. The new user-friendly system eliminates need for cash deposits, replacing it with online payments, and allows bicycle riders to book a space in a secure bike parking facility in real time.



Enclosed bicycle parking at Kippa Ring station, Redcliffe.



Bike paths in regional Queensland: Thursday Island shared path

TMR's Active Transport Investment Program has provided more than \$1.7 million towards a shared path on Thursday Island. Stage 3 of the build, worth \$1.38 million, will add another 750 metres to the path by the end of 2020.

Providing dedicated and connected infrastructure is making it safer and faster for people to ride on the island. It's helping to improve fitness and health in the local community, which is particularly important in remote regions, where there are often limited opportunities for active transport.

This project is also providing training and job opportunities for local residents. Already, 10 jobseekers have successfully moved from training into paid work, and more are undergoing training as a direct result of this investment.

To find out more about state transport projects, go to:

<https://www.tmr.qld.gov.au/Projects>







Objective 3: Positive perceptions of cycling throughout Queensland

Despite the benefits of bike riding, many Queenslanders still perceive it as unsafe. We are working to better understand the attitudes, behaviours, barriers and motivations for riding a bike in Queensland, and to promote and tailor activities that encourage more riding.

Promoting and encouraging bike riding

We are promoting and encouraging bike riding by supporting education, events and other initiatives to grow riding in our communities. Transport and Main Roads supported 39 schools, kindergartens and community organisations to deliver safety education and awareness programs from 2017 to 2019. More than 5200 students participated in bicycle education activities, gaining riding knowledge and skills.

The Department of Housing and Public Works committed nearly \$3 million to support 94 projects across Queensland that encouraged bike riding, BMX riding and mountain biking. The funding supported athletes travelling to events, repairs following natural disasters, developing trail networks, funding equipment, delivering coaching or participation programs, developing regional strategies to encourage bike riding, and building cycling infrastructure.

Metrics	2017	2019	Trend
Percentage of cyclists who are comfortable riding in their area	66% ¹⁷	64% ¹⁸	
Percentage of cyclists who feel conditions are improving in their area	34% ¹⁹	29% ²⁰	
Percentage of drivers with good knowledge of cycling-related road rules*	44% ²¹	Update not available	
Percentage of drivers with positive perceptions of cyclists*	58% ²²	Update not available	

*The survey from which this metric was sourced has been discontinued. We are investigating options to replace this metric.



Safe conditions to ride

We know more people would ride to school or work if they felt the conditions were right. Safety concerns are often the main reason people decide not to ride.²³

Reducing speed limits in areas of high pedestrian and bike riding activity is one way we can improve safety, and protect vulnerable road users. This helps to encourage riders to feel more comfortable riding in high-traffic areas such as around schools and community facilities.

In 2018, TMR trialled reduced speed limits on David Low Way in Coolumb and in the Cairns CBD. This showed that low-cost infrastructure improvements and effective community engagement can change driver behaviour and attitudes towards speeding.

The department also updated the *Manual of Uniform Traffic Control Devices* to give road safety practitioners simple, evidence-based guidance on setting appropriate speed limits for high-activity zones. Training sessions about the updates are being delivered across Queensland.

Sharing the road

One in five Queenslanders who do not ride a bike say that better motorist attitudes towards riders would help them feel safer and more likely to ride in the future.²⁴

TMR has widely promoted safety messages to increase awareness and positive attitudes around road rules and safely sharing the road. This included using social media to educate heavy vehicle drivers and bike riders about issues such as vehicle blind spots.

The Queensland University of Technology tested how new technologies can be used to measure the minimum passing distance between motorists and bicycle riders. In addition, the Queensland Police Service worked with Bicycle Queensland to develop new resources to support law enforcement officers to ensure minimum passing distances are respected.



Objective 4: Cycling helping the Queensland economy to prosper

On average, every \$1 invested in bike riding infrastructure returns almost \$5 to Queensland in health benefits, reduced traffic congestion and other benefits.²⁵ Bike tourism and riding events can also contribute to our economy, attracting visitors to regions, towns and cities across the state.

Transport and Main Roads worked with the Department of State Development, Tourism and Innovation to understand the demand and motivations for different bike tourism experiences, and the opportunities and challenges to grow the market.

The research found that providing quality single-day and multi-day bike riding experiences around the state will encourage active lifestyles, and bring economic benefits to local communities, particularly through the growth of hospitality, tourism and small businesses.



Metrics	2017	2019	Trend
Number of kilometres of constructed rail trails	226	303	↗
Number of attendees at major events	11,220	9763*	↘

*This figure is based on attendance numbers at three of the largest cycling events held in Queensland by Bicycle Queensland, Cycling Queensland and Mountain Bike Australia in 2018. The change from 2017 reflects reduced attendance at the 2018 Brisbane to Gold Coast Cycle Challenge due to very wet weather conditions.

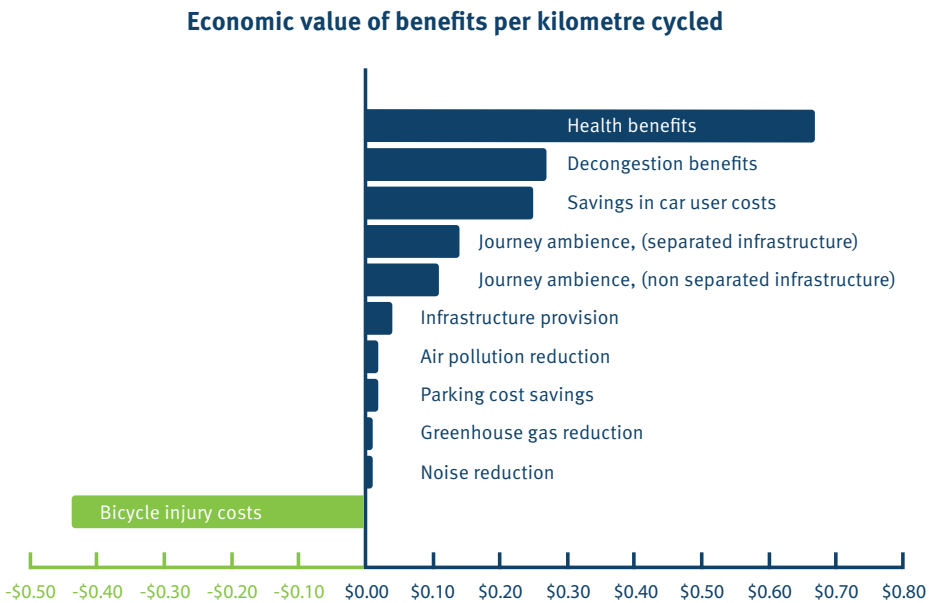


Figure 2: Shows the economic value of the benefits per kilometre cycled.²⁶

The value of bike riding experiences

We are investing in bike tourism to help people experience Queensland by bike. The Department of State Development, Tourism and Innovation committed \$36 million to build the 94-kilometre Wangetti Trail along the Great Barrier Reef coast. This trail will be a new attraction for locals and tourists, with the potential to add \$300 million into the local economy.

Transport and Main Roads contributed \$1.8 million toward construction of the final 27-kilometre section of the Brisbane Valley Rail Trail in partnership with the Australian Government and Somerset Regional Council. The 161-kilometre trail is now the longest continuous rail trail in Australia. The department also established the new Rail Trail Local Government Grants program which provided more than \$580,000 in grants to six local governments to investigate the feasibility of new rail trails.

Supporting bicycle events

We are also supporting events across Queensland to attract visitors and promote bike riding. The Department of Housing and Public Works sponsored the 2018 series of the Sanitarium Weet-Bix Kids TRYathlon—held in Townsville, Sunshine Coast, Brisbane, and Gold Coast—with more than 2800 children taking part.

Transport and Main Roads helped fund eight major cycling events from 2017 to 2019, including Bike Week and the Great Brisbane Bike Ride. The department has also made it easier for community groups to hold events by introducing the Event Traffic Marshal scheme, which allows trained volunteers to do limited traffic control at permitted special events.



Australia's longest rail trail: Brisbane Valley Rail Trail

This 161-kilometre trail along the disused Brisbane Valley rail corridor is Australia's longest continuous hiking, bike riding and horse-riding trail. Somerset Regional Council estimates that the completion of the trail's final section will bring in an additional 4000 overnight visitors and \$1.5 million from increased direct tourism to the region each year. Somerset Regional Council was awarded Best Public Works Project (\$2 to \$5 million) for its' efforts in delivering the trail.*

To find out more about investment in rail trails, go to: <https://www.tmr.qld.gov.au/railtrails>

*2019 Institute of Public Works Engineering Australasia Awards for Excellence.

Objective 5: A strong evidence base that guides decision-making about cycling

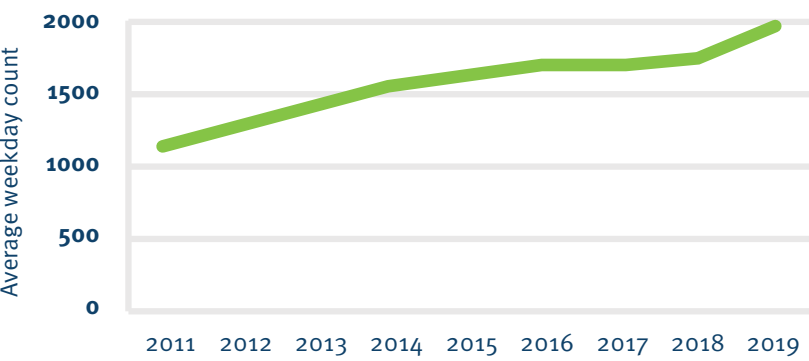
We are collecting and analysing data about who is riding, why they ride and where they ride, to help us ensure our investments have a positive impact on growing cycling.

Collecting and sharing data

Since 2017, Transport and Main Roads installed an additional five permanent bicycle counters on the principal cycle network to provide data on where people ride and in what numbers. The department also made funding available for local governments to install counters, resulting in 12 new counters and 18 upgraded counters.

A new cost-benefit analysis tool is helping the department to assess the economic impacts of active transport infrastructure projects to make sure they achieve best value for money. The tool has already been used to assess the benefits of approximately 40 projects. The department has published project evaluations alongside research, technical notes and other useful resources on TMR's website.

Average weekday count of bicycle riders on the Veloway 1 in Brisbane



*2019 data is preliminary

Figure 3: Increasing average weekday count of cyclists on the Veloway 1 in Brisbane from 2011 to 2019.

Metrics	2017	2019	Trend
Number of permanent monitoring points on the principal cycle network*	18	23	↗
Number of collected monitoring points released as open data sets**	14	17	↗

*This measure is for TMR monitoring points.

**Open data sets are for data collected from TMR monitoring points.



Bicycle counters have been installed across Queensland. Data collected from TMR's monitoring points are publicly available on www.data.qld.gov.au

Understanding bike riding through research

We are also researching opportunities and challenges. Transport and Main Roads partnered with the academic sector to research how best to measure the impact of bike riding infrastructure projects on the broader network, the economic benefits of these projects and the untapped demand for bike riding in Queensland.

The department also started research on current and planned uses of electric bikes, how we might trial short-term changes to build an environment that encourages bike riding and win support for permanent changes, and how to evaluate changes and community benefits from building the North Brisbane Bikeway.



Encouraging innovation: BikeHack19

We are always seeking new ideas and approaches for getting more Queenslanders to ride their bikes more often.

In 2019, Transport and Main Roads delivered the BikeHack19 Innovation Challenge in Brisbane, bringing together more than 120 of Queensland's brightest minds to create new ideas to help grow bike riding in Queensland.

From 79 participants, 13 teams formed and delivered pitches to a panel of judges, with ideas ranging from bike tech, gamification, design, data, support services, new business and more.

The four winning teams won more than \$25,000 in prize money for their fun and innovative ideas to get future bike riders connected and confident to jump on a bike. The winning teams were:

- Leisure Hunt—a virtual scavenger hunt using an augmented reality phone app to lead people on a themed bike adventure along safe off-road bike paths
- Avanzar—a business that would lease electric bikes to employers so that their staff can ride to work on an e-bike for free
- RideWithMe—a search platform for women bike riders of similar abilities and interests to meet up for rides
- HeadLok—a device that uses radio-frequency identification technology to ensure helmets remain with ride-share bicycles.

Aurecon, Deloitte, 99 Bikes, Pedal, Merida, and Queensland University of Technology co-sponsored this successful event which received overwhelmingly positive feedback, with industry experts and potential investors attending the pitching and judging evening.



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